2035 Maryland Transportation Plan Stakeholder Roundtable Workshop Summary
Hanover, MD – MDOT Headquarters

On January 22nd, 2013, the Maryland Department of Transportation (MDOT) convened a roundtable workshop in Hanover, MD with key stakeholders, public officials, and members of the general public to discuss and gather input on goals, objectives, and strategies for the 2035 Maryland Transportation Plan (MTP). After an introductory session discussing the MTP, attendees were split into two groups, Groups A and B, each of which had parallel but independent breakout sessions discussing the proposed MTP goal areas, objectives and strategies. Within these Groups, participants were then assigned to six subgroups (numbered 1-6 for Group A and 7-12 for Group B) focused on each of the six proposed MTP goal areas and asked to offer their perspectives on strategies MDOT could implement to make progress toward achieving desired goals. Each goal area subgroup was then asked to share their top three strategies with the other members in their larger Group. After a 'wrap up' review of each subgroup's strategies, participants were asked to vote on their larger Group's top three strategies across the six draft goal areas (participants in Group A did not vote on strategies developed by Group B and vice-a-versa).

This summary document is organized by the two separate breakout sessions that were conducted: Group A results are presented first, followed by Group B. For each Group, the first section summarizes the top three strategies brought forth by each goal area subgroup and the associated voting results (note: the strategies that received the most first place votes are highlighted in yellow). The second section of this summary lists all of the strategies developed by each Group's goal area subgroups.

The stakeholder input will inform the MTP development and will be shared with MDOT's modal agencies for consideration in their strategic and business planning efforts. Additional information from the other stakeholder roundtables can be found on the project website at: www.mdot.maryland.gov/MTP.

Group A (Tables 1-6)

Top Strategies by Goal Area / Voting Results

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Quality of Service Goal Area (17 votes)				
1. *Remove accessibility barriers to the transportation network so that all citizens have equal ease of mobility*	6	5	1	0
2. *Upgrade traffic signal system statewide with real time communications (inter-jurisdictional) to maximize system operations, data gathering, and dissemination*	9	3	4	2
3. *Ensure all transportation providers have systems capable of gathering and disseminating information on assets and operations in real time*	2	0	2	0
System Preservation Goal Area (15 votes)				
1. *Maximize preservation during rehabilitation (complete streets, safety, ADA, quality of life, older demographics)*	10	3	4	3
2. *Seek opportunities during preservation for inter-connectivity of modes (bike racks, missing sidewalks, lighting)*	2	0	1	1
3. *Collaboration with public & private groups*	3	0	2	1

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Safety and Security Goal Area (13 votes)				
1. *Update & change safety & security culture: develop, communicate, coordinate, & cooperate among stakeholders (proactive planning) for prevention and/or reduction in number & severity of crashes / injuries*	8	0	4	4
2. *Develop database, standards, best management practices, guidelines, etc. for context-sensitive design (rural & urban)*	4	3	0	1
3. *Develop & implement risk-based, prioritized critical needs and cost-effective planning and response*	1	1	0	0
Economic Prosperity Goal Area (13 votes)				
1. *Ensure easy movement of freight intra- & interstate (regional implementation, electronic documentation, tax collection, interoperability, enhance rail tunnels, increase local distribution & intermodal transfer facilities, infrastructure for electric delivery vehicles)*	1	1	0	0
2. *Resolve obstacles to freight-related economic activity through collaboration (protect freight-based land uses, minimize effects to air & water, collaborate on noise abatement & time of day restrictions, maintain infrastructure to minimize weight restrictions, address environmental justice concerns)*	5	1	3	1
3. *Use existing & planned transportation infrastructure as an economic stimulator (transit-oriented development, mixed use transportation facilities, value capture, maximize transportation options)*	7	0	4	3

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Environmental Stewardship Goal Area (23 votes)				
1. *Set goals / targets for desired outcomes*	3	1	1	1
2. *Retrofit existing infrastructure for sustainability*	3	1	0	2
3. *Make use of technology (e.g. self-driving and electric vehicles) and continue to use smart growth leadership to minimize transportation demand (link to PlanMD)*	17	5	4	8
Community Vitality Goal Area (29 votes)				
1. *Secure funding streams that support communities: all transportation modes and purposes (tax increment financing, leverage private investment, VMT tax, gas tax, regional sales tax, community improvement districts, affordable housing, encouraging small businesses)*	22	10	5	7
2. *Improve movement of goods and people / workers to and among activity centers*	6	2	2	2
3. *Utilize context-sensitive design and "complete streets" to integrate facilities and community values*	1	1	0	0

Group A – Full List of Proposed Strategies by Goal Area

1. *Quality of Service Goal Area*
   a. Goal: Maintain and enhance quality of service experienced by all users of Maryland's transportation system
   b. Objectives:
      i. Ensure design, operations, and communications accommodate and improve services for users of all modes
      ii. Base level of service for all modal users
      iii. Jobs – housing linkage
      iv. Improve quality of service through design
      v. Ensure system design and operations accommodate multiple users
      vi. Improve communications between operations and planning

c. Ensure all transportation providers have systems capable of gathering and disseminating information on assets and operations in real time
d. Remove accessibility barriers to the transportation network so that all citizens have equal ease of mobility
e. Upgrade traffic signal systems statewide with real-time communications (inter-jurisdictional) to allow for maximization of system operations, data gathering, and dissemination
f. Implement multi-modal level of service and evaluate accessibility measures

2. *System Preservation Goal Area*
   a. Apply complete streets concepts (e.g. bicycle safety [grates and striping]) that enhance community health and welfare
   b. Maximize improvements during rehabilitation (e.g. beltway projects)
   c. Consider preservation needs vs. other improvements
   d. Look at connections to other modes
   e. Maintain equipment in good repair and establish priorities using safety as criteria
   f. Older demographics should be examined as part of preservation strategy
   g. Consider traffic calming and safety (ADA)
   h. Port dredging needs
   i. Preserve efficient access to BWI and the Port of Baltimore
   j. Preserve the system in an environmentally sound way
   k. Collaborate with public and private groups
   l. Consider community safety with goods movement

3. *Safety and Security Goal Area*
   a. Objectives:
      i. Reduce number / rate (of accidents)
      ii. Reduce number and severity of injuries (can be affected by standards)
      iii. Each mode develop EMS priorities
      iv. Planning / proactive actions instead of reactionary responses (should be coordinated across modes, agencies, and communities)
      v. Risk management based approaches
      vi. Safety "culture" has / needs to change
      vii. All strategies to be cost-effective
   b. Discussion surrounding "reduce number and severity of injuries" objective
      i. No more multi-lane undivided highways (provide medians)
      ii. Implement and communicate / coordinate zoning strategies that tie together land use and transportation (mixed-use zoning means reduced trips)
      iii. Designate / coordinate truck routes
      iv. Separate pedestrians and bicycles from vehicles
      v. Consider variety of standards (e.g. rural and urban), context-sensitive design
      vi. Street section design standards (state / local) and guidelines / best practices

       vii.   Enhance freight rail in safety planning
- c. Discussion surrounding "planning / proactive actions instead of reactionary responses" objective
    - i. Set criteria, standards, context sensitive designs
    - ii. MDOT involvement in local processes (move to front of process, less reactionary)
    - iii. Change safety / security culture
    - iv. Consider whether MDOT, MDP, and MDE can work together to liaison with locals
    - v. Create database of best practices
    - vi. Make risk-based efficiency and culture change priorities (proactiveness)
- d. Discussion surrounding "cost-effectiveness" objective
    - i. Be proactive
    - ii. Risk-based approach (performance based outcomes)
    - iii. Communicate and coordinate
- e. Cost effective / prioritizing critical needs
- f. Culture change: cooperate / communicate / coordinate among stakeholders proactively (liaison with expertise)
- g. Standards / guidelines / best management practices with context sensitive design (database, collect, refine, and distribute rural and urban)

4. *Environmental Stewardship Goal Area*
- a. Suggested Objectives
    - i. Enhance the impacts of transportation on Maryland's natural environment through impact avoidance, minimization, and mitigation
    - ii. Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, address the impacts of climate change, and improve air quality
    - iii. Strategic planning so that transportation enhances the environment
    - iv. Increase accountability
    - v. Make existing system more efficient
- b. Suggested Revisions to Objectives:
    - i. Employ strategic transportation planning that proactively incorporates environmental stewardship in land use and design decisions.
    - ii. Support broader efforts to improve the health of the Chesapeake Bay and air quality: protect wildlife, conserve energy and address the impacts of climate change.
- c. Instead of minimizing adverse impacts, consider how transportation contributes to a better environment
- d. Minimize seat-miles to serve demand
- e. Take a life-cycle approach
- f. Focus on infrastructure vs. vehicles
- g. Pedestrian friendly infrastructure
- h. Use transit capacity more effectively, fill seats
- i. Educate local community
- j. Make better use of existing space and vehicles to reduce need for more

k. Retrofit existing infrastructure
l. Continue leadership on and expand smart growth, sustainability, and strategic planning
m. Build infrastructure for operational efficiency and sustainability
n. Create mode choices in every place

5. *Economic Prosperity Goal Area*
    a. Ensure easy movement of freight intra- and interstate
        i. Regional implementation of electronic documentation / tax collection / toll / safety inspection inter-operability (weigh in motion technology)
        ii. Enhancement of Baltimore area tunnels
        iii. Local distribution / intermodal transfer facilities and infrastructure for electric distribution vehicles
        iv. Resolve obstacles to freight-related economic opportunities through collaboration (environmental stewardship, conserve and enhance community vitality, support communities)
    b. Resolve obstacles
        i. Protect freight-based land uses
        ii. Minimize effect on air and water
        iii. Collaborate re: noise abatement and road use time of day restrictions
        iv. Maintain infrastructure to minimum weight restrictions
        v. Address environmental justice concerns
    c. Use existing and planned transportation facilities as economic stimulators
        i. Transit-oriented development
        ii. Mixed-uses at other transportation facilities (e.g. air rights development)
        iii. Value capture mechanisms

6. *Community Vitality Goal Area*
    a. Suggested goal area: Provide efficient and effective options and connections for movement of people and delivery of goods and services that support communities and quality of life
    b. Objectives:
        i. Enhance transportation choices for all modes and purposes (mobility and accessibility)
        ii. Improve jobs / housing balance
    c. Focus efforts on the following areas:
        i. Environmental justice
        ii. Contribution to economic growth
        iii. Cultural values / continuity
        iv. Maintaining community values
        v. Safety / perceptions
        vi. Unrealized potential
        vii. Policy framework to capture value
        viii. Mixed use / residential development
        ix. Transit-oriented development
    d. Consider transit investment as part of redevelopment strategies

e. Create appropriate facilities to support exurban and rural communities
f. Consider aesthetics through context sensitivity that supports community development using design / integration with urban / suburban / rural character (e.g. Great Streets)
g. Consider funding allocations to highways vs. transit, user fees vs. sales tax, and VMT fees
h. Consider mechanism to pay for environmental mitigation and historic resources
i. Handle goods movement in a manner sensitive to community values
j. Consider alternative ways to move people like circulators, peripheral parking, and transit efficiency improvements
k. Make transit more attractive to choice riders
l. Consider secure funding streams that support investment in highway, transit, and alternative modes (e.g. walking and biking) like tax increment financing
m. Improve access to and among activity centers
n. Generate the political will to take appropriate actions that are adequately funded
o. Increase efficient / effective transit service capacity
p. Leverage private investment

Group B (Tables 7-12)

Top Strategies by Goal Area / Voting Results

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Quality of Service Goal Area (14 votes)				
1. *Develop location and modal specific quality of service metrics*	4	2	2	0
2. *Incentivize transit-oriented development and connectivity*	2	1	0	1
3. *Establish regional transportation authorities*	8	2	0	6

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
System Preservation Goal Area (16 votes)				
1. *Design and construct more efficient and utilitarian projects to reduce operations and maintenance costs (if you can't afford to maintain it, don't build it)*	5	1	4	0
2. *Consider the whole (complete) picture of a transportation corridor (all users: vehicles, bikes, pedestrians, freight, etc.)*	9	1	3	5
3. *Coordinate state and local maintenance for key corridors*	2	1	1	0
Safety and Security Goal Area (4 votes)				
1. *Encourage better integration (in planning and design) of transportation and land use with safety focus (e.g. grade-separated crossings)*	2	1	0	1
2. *Encourage safer multi-modal transport options and provide better connectivity*	2	0	1	1
3. *Improve enforcement of transportation facilities and educate public on safety issues*	0	0	0	0
Environmental Stewardship Goal Area (18 votes)				
1. *Improve transportation choices and connections across modes and integrate with land use*	16	12	2	2
2. *Use technical solutions (intelligent transportation systems, bus phone apps, green pavement, better data on what is happening)*	1	0	1	0
3. *Streamline the permit process to get projects built quicker / cheaper*	1	0	1	0

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Economic Prosperity Goal Area (14 votes)				
1. *Utilize the most efficient mode for movement of people and goods*	3	0	3	0
2. *Use sustainable funding mechanisms*	5	0	3	2
3. *Develop transportation investments to maximize return on investment across all modes and inter- / intra-regionally*	2	1	0	1
Community Vitality Goal Area (14 votes)				
1. *Communication: Improve information sharing about where and when to use public transit (technology, smart phones, social media)*	7	1	2	4
2. *Infrastructure: Better streetscapes, aesthetics, sidewalks, green / landscaping, lighting, maintaining what we have*	3	2	1	0
3. *Better connections between transit, bike sharing, bus routes, and cities / activity centers within Maryland*	4	1	2	1

Group B - Full List of Proposed Strategies by Goal Area

1. *Quality of Service Goal Area*
   a. Quality transportation facilities are:
      i. Safe
      ii. Reliable
      iii. On-time
      iv. Highly connected
      v. Efficient
      vi. Satisfying to customers
   b. Support connectivity by:
      i. Appropriately locating service facilities
      ii. Creating supplement transit
   c. Boost on-time quality with automatic vehicle locator (next vehicle arrival for transit: implemented in DC area but not central Maryland)
   d. Ensure adequate signage for transit to increase ridership

e. Develop location-specific quality of service metrics
f. Create reasonable traffic calming measures
g. Have better event management
h. Incentivize and support transit-oriented development
i. Support / improve connections to air service
j. Increase interconnectivity with roads
k. Reduce traffic congestion with demand management, tolling, HOT lanes, and optional user fees
l. Establish a regional transportation authority

2. *System Preservation Goal Area*
    a. Use sidewalks for more than pedestrians and connect all pathways
    b. Optimize existing infrastructure
    c. Evaluate and maintain all of the drainage structures on a regular basis
    d. Design and build more responsibly
    e. Use efficient measures, like less mowing, etc.
    f. Design with less fancy / expensive features
    g. Give considerations to operations and maintenance costs and plans when designing projects
    h. Consider full depth shoulders etc. for future maintenance of traffic, rehabilitation, etc.
    i. Consider traffic calming and context in designing projects (do not over-scope and/or over-design)
    j. Maintain highway pavements
    k. Maintain the current bridge inspection program
    l. Keep all national highway system bridges open to legally loaded vehicles
    m. Strengthen transit systems to be more efficient and cost-effective
    n. Move transit operating funding to the general fund (not capital funding)
    o. Keep transit in a state of good repair
    p. Maintain the Port's channels and freight roads
    q. Ensure adequate dredge spoil disposal
    r. Restore the freight lines on the Eastern Shore
    s. Verify and resolve the ownership of disused rail lines for rail trails or other purposes
    t. Consider privatization for some functions
    u. Landscaping does not need to be too expensive and fancy: consider having others landscape
    v. Be more utilitarian and do not build it if you cannot afford to maintain it well
    w. Have clean and well maintained bike facilities
    x. Consider all users when developing a preservation / maintenance plan
    y. Consider the whole (complete) picture of a road project (all users): affect on pedestrians, trucks, etc.
    z. Consider state and local transportation systems and how they connect and are maintained
    aa. Coordinate on key corridors for system connections, similar typical sections, and maintenance

3. *Safety and Security Goal Area*
    a. Consider land use, better planning, and connectivity
    b. Develop safer pedestrian access around rail facilities
    c. Reduce the number of at-grade rail crossings and the fatalities at these facilities
    d. Make easier pedestrian crossings
    e. Incorporate safety in the planning stage, not as an afterthought
    f. Increase education and enforcement of safety issues
    g. Discuss focus of jobs and the economy to lead the transportation infrastructure improvements
    h. Place cameras on buses
    i. Create crosswalks at more intersections
    j. Place more call boxes at facilities
    k. Increase bike and pedestrian options
    l. Use golf carts, mopeds, and scooters in cities
    m. Make better decisions that advise investment on non-motorized transportation as a viable resource for commuting
    n. Encourage better intermodal connectivity
    o. Innovate design approaches to address safety
    p. Create bike lanes adjacent to outside parking lanes
    q. Prepare the Port of Baltimore to handle additional freight from the Panama Canal widening
    r. Improve the design of land use and transportation
    s. Improve safety of at-grade intersections (including grade separation at high accident intersections)
    t. More safety education
    u. Increase security personnel at stations
    v. Invest in double track and double stack rail freight
    w. Let economy and jobs be the driver of transportation improvements
    x. Design safer facilities
    y. Encourage bus rapid transit that provides easy access to transit facilities and parking that reduces the number of vehicles on the highways
    z. Create designated bus lanes
    aa. Increase transit usage
    bb. Increase rail freight to reduce the number of trucks on highways
    cc. Increase the interconnection between freight providers
    dd. Prioritize the limited funds available
    ee. Make results oriented investments: get the most "bang for the buck"
    ff. Reduce commute distances

4. *Environmental Stewardship Goal Area*
   a. Address water quality and runoff
   b. Encourage local standards that make sense for water quality
   c. Develop more transit
   d. Enhance stormwater infrastructure
   e. Develop better connections
   f. Consider user costs
   g. Make developers pay
   h. Incentivize non-auto travel
   i. Better predict use of transit systems
   j. Improve air quality / flow
   k. Increase transit choices
   l. Encourage electric vehicles
   m. Develop better land use
   n. Use managed lanes
   o. Integrate transportation and land use
   p. Encourage redevelopment around fixed infrastructure
   q. Plan transportation and development together (transit-oriented development)
   r. Consider local zoning issues
   s. Build accountability for project delivery and streamlining (permitting needs to be more efficient as it can prevent critical projects)
   t. Use environmental technology (e.g. environmental friendly pavement)
   u. Land use, connections, and choices need to be:
      i. Comprehensive
      ii. Have basic services provided efficiently
      iii. Fixed around existing infrastructure
   v. Encourage technology with better materials and models / data to tell us what is happening (may not be the only solution though)
   w. Have better intelligent transportation systems for all modes
   x. Develop strategies targeting trips to / from big employers
   y. Streamlining / process needs to avoid user costs

5. *Economic Prosperity Goal Area*
   a. Enhance existing transportation modes to create efficiencies and intermodal synergies
   b. Develop transportation investments to maximize return on investment across all modes
   c. Use sustainable funding mechanisms
   d. Improve system reliability across all modes
   e. Better integration of land use and transportation planning
   f. Establish greater freight / port / rail for goods movement capacity
   g. Expand rail system (passenger and goods)
   h. Utilize the most efficient mode for the movement of people and goods

6. *Community Vitality Goal Area*
   a. Improve transportation connectivity and energy efficiencies
   b. Ensure emergency preparedness
   c. Improve communication with respect to services and arrivals
   d. Support multi-modal transportation hubs that link modes
   e. Undertake community street improvements (e.g. bus stops / shelters, walk / bike access, lighting, maintenance, landscape architecture)
   f. Create interconnections between major points (bus and park and ride)
   g. Increase transit interoperability
   h. Improve bus service with street cars and trolleys (on heavily used corridors first)
   i. Address sidewalk gaps
   j. Provide bike facilities as part of roadway projects
   k. Increase bike route connectivity
   l. Green transportation routes
   m. Get people out of cars